

ARCHAEOLOGICAL FIELD REPORT
SCDOT ENVIRONMENTAL SECTION



TITLE: Phase I Cultural Resource Survey of I-20 Bridge Replacements at S-980

DATE OF RESEARCH: August 13, 2018

ARCHAEOLOGIST: Patricia McMahon

ARCHITECTURAL HISTORIAN: Katie Quinn

COUNTY: Aiken

PROJECT: I-20 Bridge Replacements at S-980

F. A. No.:

File No.

PIN: 30257

DESCRIPTION:

The South Carolina Department of Transportation (SCDOT) proposes to replace the westbound and eastbound bridges along Interstate 20 (I-20) crossing over Gregory Road (S-980) and an abandoned railbed. The proposed bridge will be replaced on the existing alignment.

The Area of Potential Effect (APE) for the cultural resources survey generally includes the area of direct effects and a 300-foot viewshed buffer from the existing right-of-way (ROW). The area of direct effects includes approximately 2,000 feet (608 m) on either side of the bridge crossing. The width of the survey area varied between 185 and 225 feet (56 and 69 m) (Figure 1).

LOCATION:

The project is located in Aiken County along Interstate 20 (I-20) near Mile Marker 19, where the interstate crosses Gregory Road (S-980) and an abandoned railbed.

USGS QUADRANGLE: Aiken NW

DATE: 1982

SCALE: 7.5'

UTM: NAD 27 **ZONE:** 17

West end **EASTING:** 433192

NORTHING: 3723096

East end **EASTING:** 434353

NORTHING: 3723653

ENVIRONMENTAL SETTING:

Aiken County is located within the Sandhills physiographic region of South Carolina. The Sandhills are located at the interface of the Coastal Plain and Piedmont regions and as a result, the area is one of the most diverse in terms of flora and fauna (Griffith et al. 2002). The region is characterized by rolling hills composed of Cretaceous-age marine sands and clays and capped with Tertiary sands (Griffith et al. 2002). Elevations within the APE range from 460-540 feet above mean sea level (amsl). The area of direct effects has been disturbed or developed by I-20 and S-980.

NEAREST RIVER/STREAM AND DISTANCE:

The APE is located in the South Edisto River watershed. Shaw Creek is located at the western end of the APE.

SOIL TYPE:

Soils vary throughout the APE. The primary constituents are very poorly drained Johnston mucky loam (Jo), excessively drained Lakeland sand (LaB) with 0-6 percent slopes, and well drained Vacluse loamy sand (VaB) with 2-6 percent slopes. Excessively drained Lakeland sand (LaD) (6-15% slopes), well drained Vacluse-Ailey complex (VcD) (6-15% slopes), somewhat excessively drained Troup sand (TrC) (6-10% slopes), and well drained Ailey sand (AeB) (2-6% slopes) make up only a small portion of the APE. In the field, no intact soils were encountered, only fill.

REFERENCE FOR SOILS INFORMATION: USDA – National Resource Conservation Service Soil Survey Division NRCS: <http://soils.usda.gov/technical/classification/scfile/index.html> (2018).

GROUND SURFACE VISIBILITY: 0% ___ 1-25% ✓ 26-50% ___ 51-75% ___ 76-100% ___

CURRENT VEGETATION:

The APE contains a mix of pine/hardwood forest and mowed/maintained ROW (Figure 2).

INVESTIGATION:

Background research was conducted using SC ArchSite, an online cultural resource information system provided by the South Carolina Institute of Archaeology and Anthropology (SCIAA) and the South Carolina Department of Archives and History (SCDAH). No previously recorded archaeological sites were located within 0.5 mile of the APE (Figure 3). One previously recorded architectural resource is located within 0.5 mile of the APE (Figure 3). It is not located within the boundary of the APE and is not recommended eligible for the NRHP.

ARCHAEOLOGY

The Phase I archaeological survey was conducted on August 13, 2018. As the entire length of I-20 within the area of direct effects was constructed on fill, there was little potential for finding intact archaeological resources (Figure 4). The entire survey area was inspected for areas that may have been intact, and shovel tests were excavated in various locations to confirm the presence of fill (Figure 5). Fill from all shovel tests were screened through 0.25-inch mesh hardware cloth to ensure systematic artifact recovery. One shovel test was excavated north of the I-20 westbound lane, south of a commercial truck parking area. The shovel test demonstrated sand fill down to 30 centimeters, where the shovel test was terminated. A second shovel test was excavated to 40 centimeters in the median between the westbound and eastbound lanes, which also confirmed the presence of fill in the APE. No additional shovel test locations were investigated along the 0.8 mile (1,287 m) of survey area, as the interstate was clearly constructed on an artificial landform. No archaeological sites were identified during the survey.

ARCHITECTURE

On August 15, 2018, a survey was conducted of the APE to identify unrecorded historic resources 50 years of age or older. Resources more than 50 years in age were surveyed in accordance with the *Survey Manual: South Carolina Statewide Survey of Historic Places* using FileMaker Pro on a handheld tablet device and photographed using a digital camera. Resources were evaluated following the NRHP criteria and a preliminary assessment of effect for the proposed project was conducted for any property in the APE that was NRHP listed or that met the NRHP criteria for eligibility. South Carolina State Intensive Survey Forms were prepared for all individual resources.

The APE is dominated by I-20, a divided highway which separates into two circa 1965 overpass bridges near the center of the APE. Land to both the north and south of I-20 is largely undeveloped woodlands or swamp, with some sparse agricultural development. Gregory Road passes beneath the two overpass bridges, and is graded but unpaved within the APE. Two similar bridges carry I-20 over Shaw Creek in the southwestern section of the APE. The bridges were all surveyed as a result of this project.

Four newly identified resources greater than 50 years of age and located within the APE and were surveyed and evaluated for NRHP eligibility (Table 1). Figure 6 shows the locations of newly surveyed architectural resources in relation to the APE. All of the newly surveyed resources are recommended as not eligible for inclusion on the NRHP.

Table 1. Newly Surveyed Architectural Resources within the APE

Site No.	Address	Historic Use	Build Date	NRHP Recommendation
U/03/3512	Bridge Carrying Eastbound I-20 over Gregory Road	Transportation	Circa 1965	Not Eligible
U/03/3513	Bridge Carrying Westbound I-20 over Gregory Road	Transportation	Circa 1965	Not Eligible

Table 1. Newly Surveyed Architectural Resources within the APE

Site No.	Address	Historic Use	Build Date	NRHP Recommendation
U/03/3514	Bridge Carrying Eastbound I-20 over Shaw Creek	Transportation	1968	Not Eligible
U/03/3515	Bridge Carrying Westbound I-20 over Shaw Creek	Transportation	1968	Not Eligible

I-20 Eastbound Gregory Road Bridge (U/03/3512)

Resource U/03/3512 is a circa 1965 five-span, prestressed concrete stringer bridge that carries two lanes of traffic on eastbound I-20 across Gregory Road (S-980). The bridge has prestressed concrete bents with rounded caps, a concrete deck, and I-shaped stringers (Figure 7). Per SCDOT guidance, a construction date of circa 1965 was used for this bridge evaluation. The bridge is of a common type constructed throughout the state. It is not architecturally or technologically significant and is not recommended as eligible under Criterion C. It is not known to be associated with events or persons significant in the past. Therefore, the resource is recommended as not individually eligible for the NRHP under Criterion A or B.

I-20 Westbound Gregory Road Bridge (U/03/3513)

Resource U/03/3513 is a circa 1965 five-span, prestressed concrete stringer bridge that carries two lanes of traffic on westbound I-20 across Gregory Road (S-980). The bridge has prestressed concrete bents with flat caps, a concrete deck, and I-shaped stringers (Figure 8). Per SCDOT guidance, a construction date of circa 1965 was used for this bridge evaluation. The bridge is of a common type constructed throughout the state. It is not architecturally or technologically significant and is not recommended as eligible under Criterion C. It is not known to be associated with events or persons significant in the past. Therefore, the resource is recommended as not individually eligible for the NRHP under Criterion A or B.

I-20 Eastbound Shaw Creek Bridge (U/03/3514)

Resource U/03/3514 is a circa 1965 four-span, prestressed concrete stringer bridge that carries two lanes of traffic on eastbound I-20 across Shaw Creek. The bridge has prestressed concrete bents with flat caps, a concrete deck, and I-shaped stringers (Figure 9). Per SCDOT guidance, a construction date of circa 1965 was used for this bridge evaluation. The bridge is of a common type constructed throughout the state. It is not architecturally or technologically significant and is not recommended as eligible under Criterion C. It is not known to be associated with events or persons significant in the past. Therefore, the resource is recommended as not individually eligible for the NRHP under Criterion A or B.

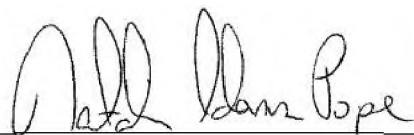
I-20 Westbound Shaw Creek Bridge (U/03/3515)

Resource U/03/3515 is a circa 1965 four-span, prestressed concrete stringer bridge that carries two lanes of traffic on westbound I-20 across Shaw Creek. The bridge has prestressed concrete bents with flat caps, a concrete deck, and I-shaped stringers (Figure 10). The bridge railing is stamped with a 1968 date. However, per SCDOT guidance, a construction date of circa 1965 was used for this bridge evaluation. The bridge is of a common type constructed throughout the state. It is not architecturally or technologically significant and is not recommended as eligible under Criterion C. It is not known to be associated with events or persons significant in the past. Therefore, the resource is recommended as not individually eligible for the NRHP under Criterion A or B.

REMARKS AND RECOMMENDATIONS:

As a result of the cultural resources survey of the I-20 westbound bridge over Gregory Road (S-980), no archaeological resources were identified. Four architectural resources were identified, consisting of the I-20 east and westbound bridges over Gregory Road and Shaw Creek. None are recommended eligible for the NRHP.

SIGNATURE:



DATE:

10/11/18

REFERENCES CITED

Griffith, G.E., J.M. Omernik, J.A. Comstock, M.P. Schafale, W.H. McNab, D.R. Lenat, T.F. MacPherson, J.B. Glover, and V.B. Shelburne

2002 Ecoregions of North Carolina and South Carolina (color poster with map, descriptive text, summary tables, and photographs). U.S. Geological Survey, Reston, Virginia.

Soil Survey Staff

2018 *Web Soil Survey* (<http://soils.usda.gov/technical/classification/scfile/index.html>)

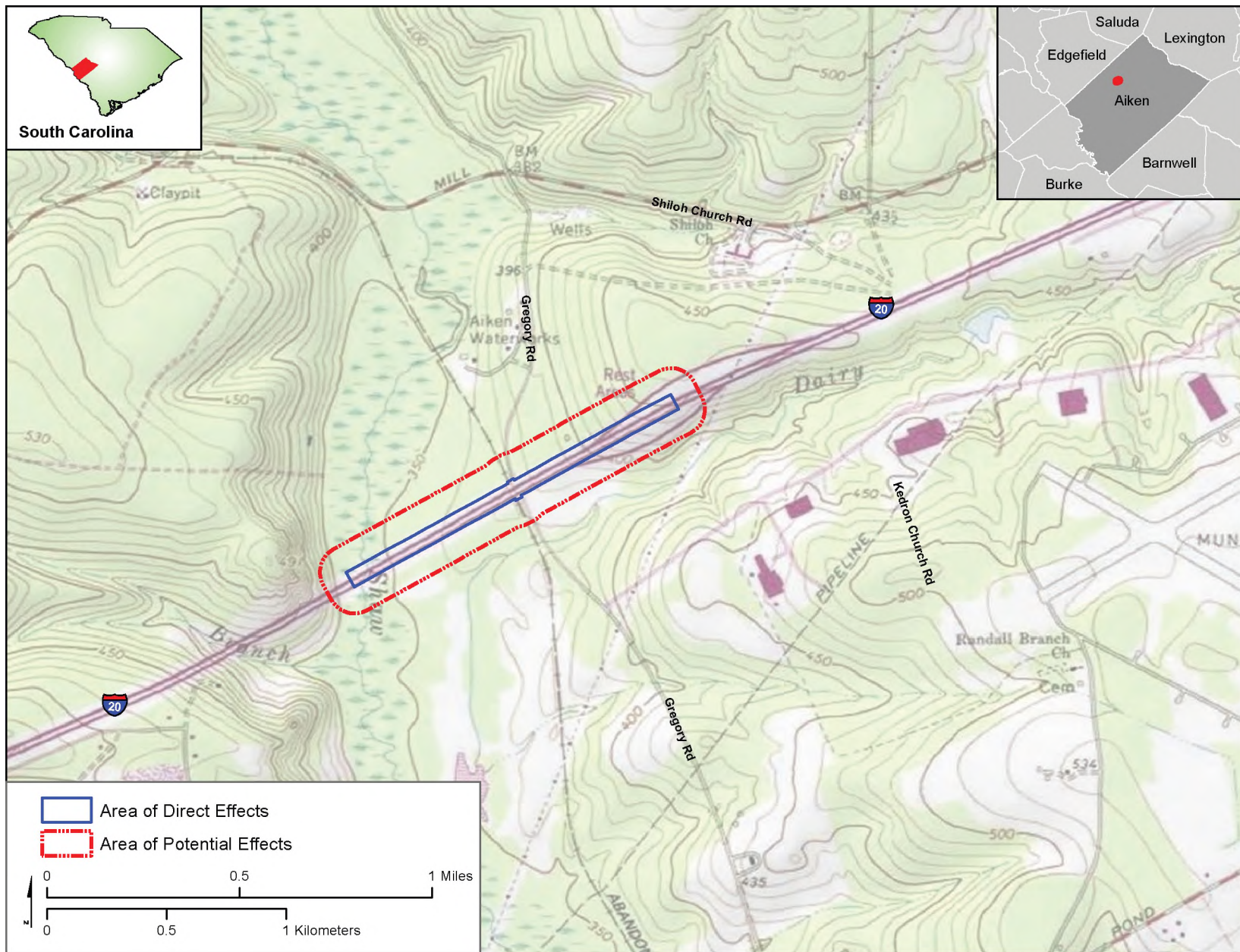


Figure 1. USGS Topographic Map, Aiken NW Quad, Showing Cultural Resources Study Area

Figure 2.
Environmental Settings within the APE



A. Grassy Median, Facing West



B. Grassy Area near I-20 Westbound Parking Area, East End of APE

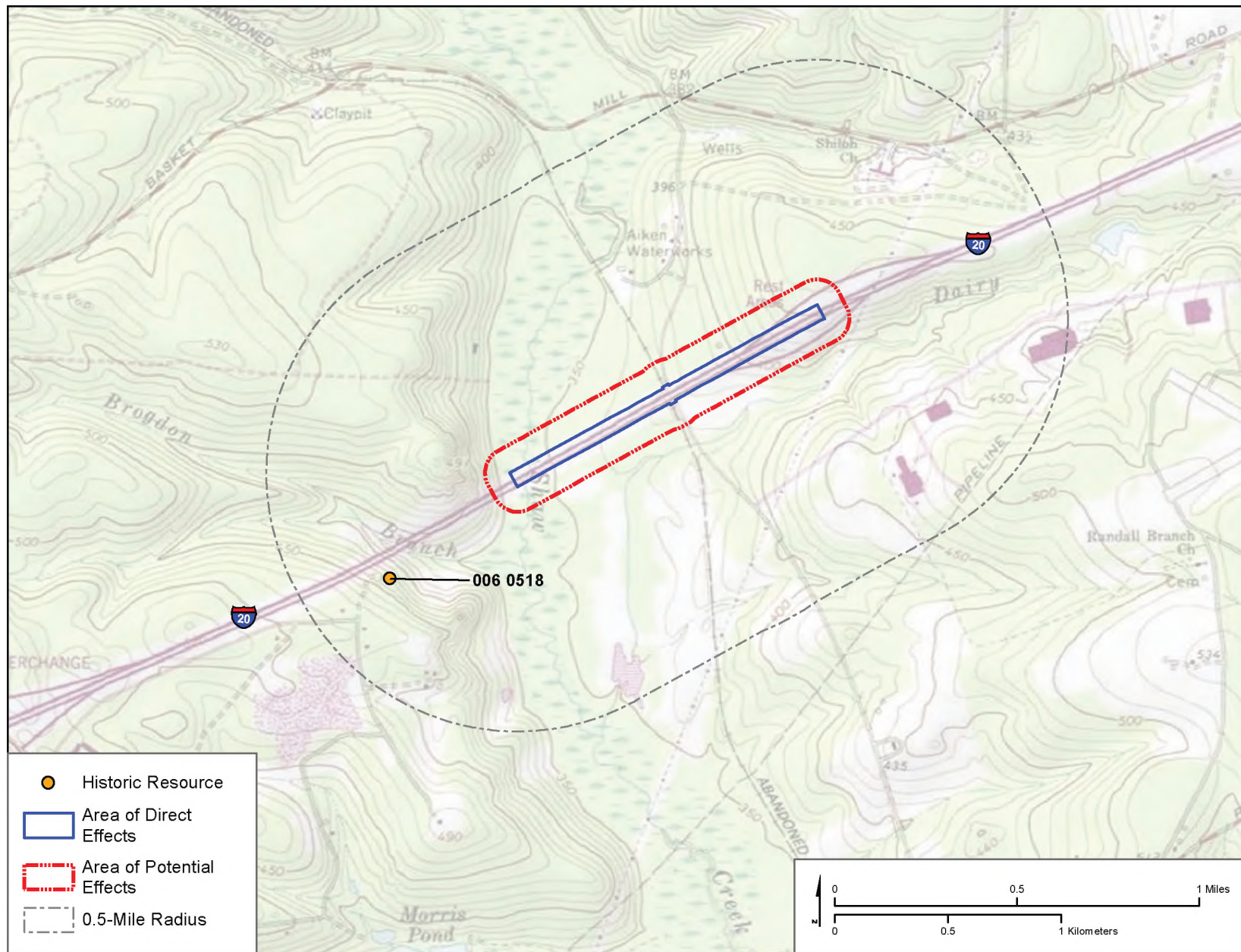


Figure 3.
Previously Recorded Resources within One-Half Mile of the APE

USGS Topographic Quadrangle Map, Aiken NW, South Carolina



A. S-980 from I-20 Median, Facing West



C. I-20 Westbound Bridge, Natural Landscape in Background, Facing North



B. Fill Slope on North Side of I-20 Westbound, Facing West

Figure 4.
Documentation of Fill Showing Artificial Elevation

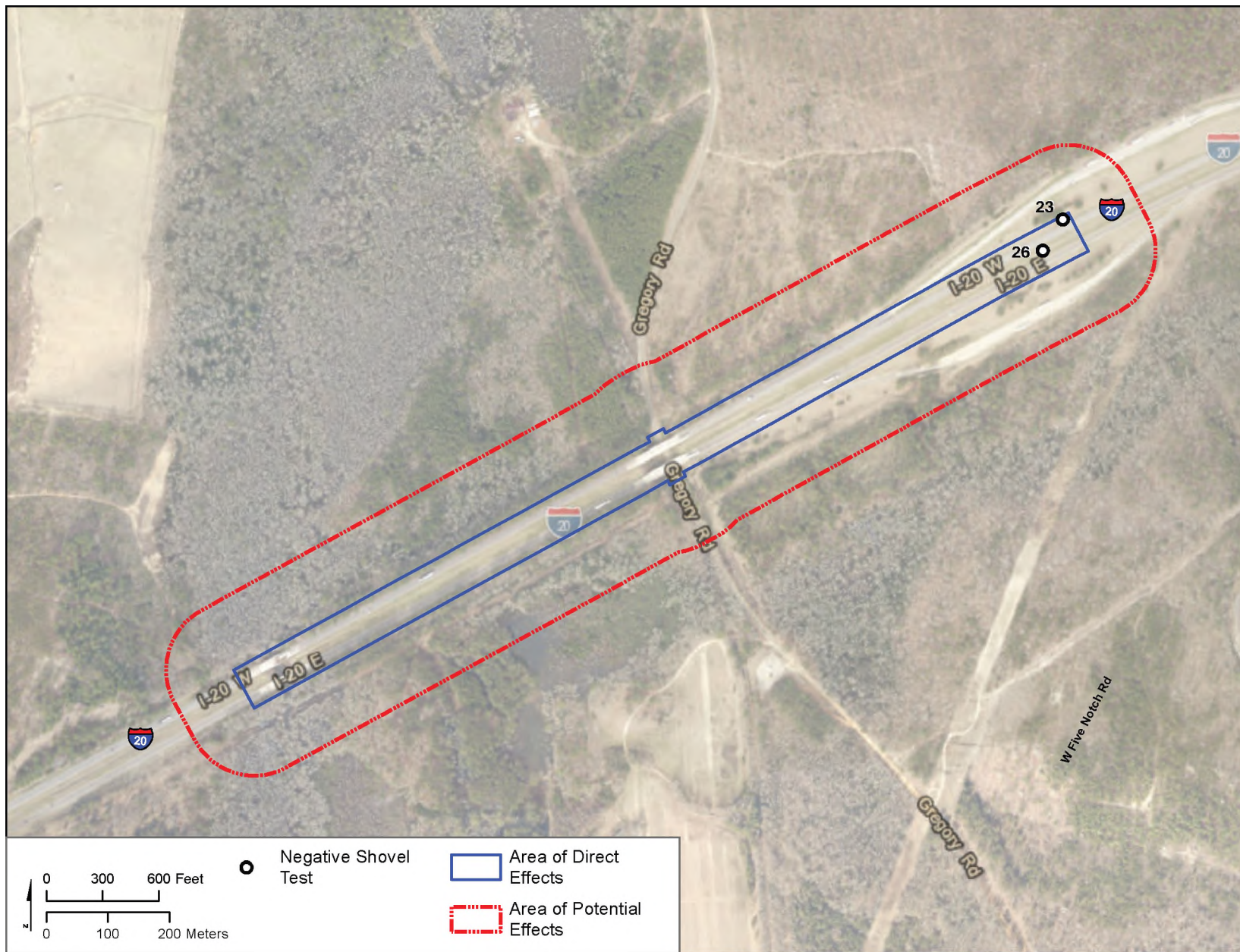


Figure 5.
Map Showing Excavated Shovel Tests

Source: ESRI Resource Data

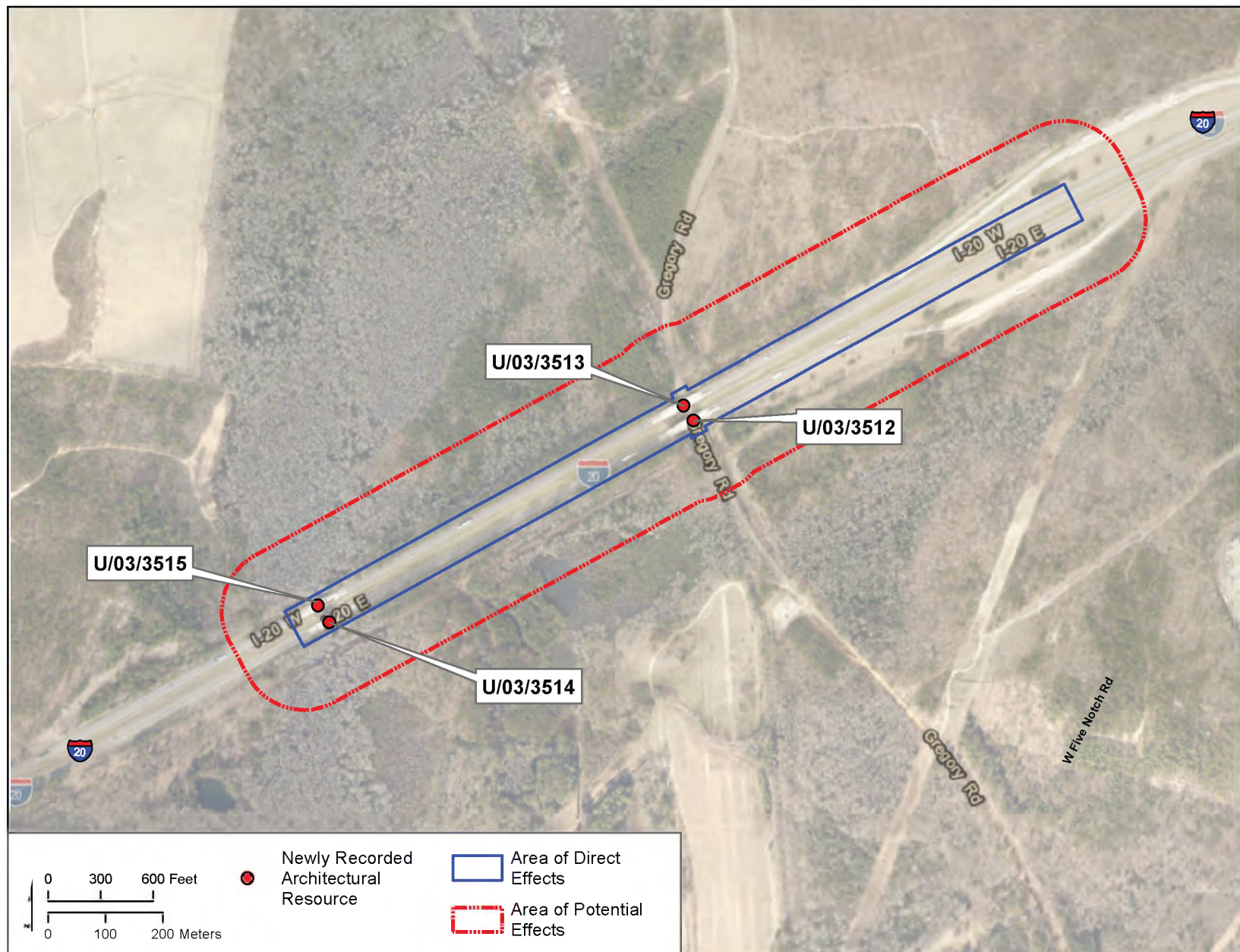


Figure 6.
Newly Recorded Architectural Resources with the APE

Source: ESRI Resource Data

Figure 7.
Resource U/03/3512



A. Deck and Rail, Facing North



B. Substructure, Facing Southeast with U/03/3513 in Background

Figure 8.
Resource U/03/3513



A. Superstructure, Facing East



B. Deck and Rail Facing Southeast

Figure 9.
Resource U/03/3514



A. Deck and Rail, Facing East



B. Rail and Substructure, Facing Southeast

Figure 10.
Resource U/03/3515



A. Facing Southwest



B. Date Detail